GENERAL NOTES

1. Rumble strips shall be omitted at turn and auxiliary lanes, road approaches, residences, 250 ft. before intersections, and other interruptions as directed by the engineer.

2. Rumble strips may be installed by grinding, rolling, or forming on concrete pavements and by grinding only on HMA pavements. Rumble strip width shall be 12 in. for grind-in and 18 in. for formed or rolled.

3. Minimize the distance between rumble strip and edge line on concrete pavements with 14 ft. wide slabs.

4. Begin rumble strips on the outside edge of the travel lane edge line.

5. Do not install rumble strips on shoulders less than 6 ft. wide when guardrail is placed along the edge of the shoulder.

6. Apply the 60 ft. gap pattern when rumble strips (grind-in) are installed in concrete pavement.

7. Apply the 60 ft. cycle for rumble strip and gap.

8. Intermittent rumble strip.

9. Continuous rumble strip.

10. Four-lane divided roadway (HMA).

11. Four-lane divided roadway (Concrete).

TYPICAL SECTION C-C

TYPICAL SECTIONS A-A AND B-B

FOR GRIND-IN RUMBLE STRIP ON EXISTING HMA OR CONCRETE PAVEMENT

TYPICAL SECTION B-B

FOR FORMED OR ROLLED ON CONCRETE PAVEMENTS ONLY
NOTES

1. Rumble strip width shall be 12 in. for grind-in, formed, or rolled.

2. Centerline rumble strips may be continuous through passing zones as determined by the Engineer and shown on the plans.

DETAILS FOR CENTER LINE RUMBLE STRIPS
NOTE

1.Grooved Rumble Strip Shear or Cluster Spacing Shall be Modified to Avoid Locating a Groove on a Concrete Pavement Transverse Joint.

2. Permanent Travel Lane Rumble Strips Shall be the Groove Design and May Be Cut in Existing Rumble Strips or Concrete Pavement. The Grooves May Be Cut by Saws, Grinders, or Other Method as Approved.

3. Temporary Rumble Strips Should Generally Be the Raised Design. They May Be Grooved if Located in a Pavement That Will Be Removed or Covered with a Pavement Course Before Completion of the Project. Typical Uses of Temporary Rumble Strips Are for Lane Closures or Alignment Changes in Construction Zones.

4. The Max (Raised) Rumble Strip Shall Be Placed on a Clean, Tack Coated Treated Pavement in % in Width. The Grooves Shall Be Placed in the Asphalts Coated By Rolling Along the Strips. Epoxy Mortar Shall Be Formed, Troweled, and Leveled With a Roller and the Taper Tapered or Plastic Strips Shall Be Applied by the Extrusion Process. Prefixed Plastic Shall Be Installed in Conformance With the Instructions of the Manufacturer.

NOTES

1. Grooved Rumble Strip Shear or Cluster Spacing Shall be Modified to Avoid Locating a Groove on a Concrete Pavement Transverse Joint.

2. Permanent Travel Lane Rumble Strips Shall Be the Groove Design and May Be Cut in Existing Rumble Strips or Concrete Pavement. The Grooves May Be Cut by Saws, Grinders, or Other Method as Approved.

3. Temporary Rumble Strips Should Generally Be the Raised Design. They May Be Grooved if Located in a Pavement That Will Be Removed or Covered with a Pavement Course Before Completion of the Project. Typical Uses of Temporary Rumble Strips Are for Lane Closures or Alignment Changes in Construction Zones.

4. The Max (Raised) Rumble Strip Shall Be Placed on a Clean, Tack Coated Treated Pavement in % in Width. The Grooves Shall Be Placed in the Asphalts Coated By Rolling Along the Strips. Epoxy Mortar Shall Be Formed, Troweled, and Leveled With a Roller and the Taper Tapered or Plastic Strips Shall Be Applied by the Extrusion Process. Prefixed Plastic Shall Be Installed in Conformance With the Instructions of the Manufacturer.